

Oregon Operations

Information that is useful for Oregon Wing membership

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This issue is a continuation of our attempts to keep Oregon Wing members updated on what is happening with reference to Operations. This knowledge should allow you to become more effective in performing your CAP activities.

Exercise Valiant Response

We have started the process of ramping up for our USAF Guided Exercise, Valiant Response. You can expect to see simulated news articles published in CAPTALK in the next few days, then we will be sending specific information as we are tasked.

We will be responding to the exercise by setting up our ICP at wing headquarters in Eugene and having two fully functional remote staging areas. One will be at the Aurora Airport and the other will be in Medford. In addition, we will have remote launch taskings from Bend. This means that members will only have to travel to the base closest to them

Each staging area will be responsible for crew management and creation of CAPF 104 sorties to meet the tasking orders that will be created by the Planning Section in Eugene. If a staging area needs to move crews or assets between bases to meet the needs, they will orchestrate this and create the necessary sorties.

These actions will make it seem like each staging area is running their own exercise and give all members a better training opportunity.

Let's see all ES qualified members attending our exercise!

Operation Staff

The Oregon Operations Staff continues to function very effectively. We have been holding our regular telephone conferences for the IC Council, the ES Council, and the ALGM Council. In addition, we held our regular Operations Face-to-Face meeting with the staff. These meetings provide us with the opportunity to profit from an open dialog between the members and the staff.

So far we have had only one inquiry about our open Current Operations staff position. If you are interested in working with the Operations team to proactively drive the programs that will increase our flying activities, please contact one of the staff members. We will be getting back to those who apply later this month.

Most of the staff have been consumed during the month of July with planning and execution of the July SAREX and getting ready for the August USAF Guided Exercise.

Aircraft Coming and Going

The C172 was on static display during the Hillsboro Airshow. I am told that there was considerable interest in it and we expect to see some new members as a result.

Our SDIS satellite phone is functional in N9313X and the Salem crews are learning how to effectively use the system to obtain quality photographs. Once they become proficient with its use, they will provide training to other crews at our exercises.

Our C182, N4934N has a new engine and is again flying. As this newsletter is written, all aircraft except for N101SP are operational. N101SP is down for an annual and 100 hour inspection. We do not know if it will be ready for use during our SAREX.

Thanks to many of our pilots, we were able to provide cadet O-Rides to those cadets who attended the Oregon Wing Encampment. We still have a significant account to fund more O-Rides. All cadet orientation pilots should be working with squadrons to give these rides so we can spend our allocated funding.

National Headquarters is here to help...

We have completed the transfer of pilot data entry from the WMU to MIMS. When you click on the Pilot Information buttons in the WMU, you will be redirected to MIMS for the entry of this information. See the section on MIMS pilot data for more information.

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Oregon Wing Policy Updates

Some members continue to send fuel receipts from funded activities to Pete Andersen instead of sending them to wing. All receipts and CAPF 108s should be sent directly to wing.

We have not yet developed our policy for conducting CAPF 91 check rides. Hopefully, we will be able to get this information out soon.

Remember that you must have a functioning ELT practice beacon for your checkride.

I continue to receive member CAPF 108 forms directly from a member. This is not our policy and sending them to me will only cause delays in getting your money. All member CAPF 108 forms should be sent to Wing Headquarters.

When CAPF 108 forms that have been generated by the WMU are received at Wing, we have been getting a check back to the member within our 10 day policy (if you generate a hand 108 or one using the National template, your reimbursement will be delayed because we cannot process your form until the mission paperwork is completed and sent to Wing for archive).

Based on our success in turning CAPF 108 requests around, we will probably be removing the wing credit cards from the aircraft late in July.

There has been some confusion about pilots getting a CAPF-5 checkride during our funded training missions. Our policy is clear. Pilots are responsible for getting their own CAPF-5 check rides and our training funding will not be used to perform these rides. We will allow members to get a non-mission CAPF 99 release on Sunday when we have a training mission that runs through Sunday. You will have to pay for the flight time and fuel from you own pocket.

When you are entering flight times into the aircraft log, please remember to use the policy that, if the number is in the process of moving to the next number, **always round up** to the higher number.

Let's all make certain that we use the WMU aircraft scheduling tool to schedule the aircraft. We have had several cases where an aircraft was flown by a member who did not schedule the aircraft and the person who had scheduled it arrived at the airport to find it not there. Always check the WMU aircraft schedule to make certain that you have the aircraft scheduled before you attempt to get a flight release.

We will be making a change in our aircraft key policy. We have been testing the new policy with the C172 and it appears to be working. We are going to get locking key boxes for each aircraft tiedown. These will be combination boxes that attach to the tiedown cable (similar to lock boxes used on home that are for sale). The combination to the boxes will be changed each month and pilots will be given the current combination when they get their flight release from the FRO. This will eliminate the need to pilots to have their own keys to all the aircraft.

From the desk of Standards/Evaluations

Some time ago, I was at an uncontrolled airfield and had just concluded giving a flying lesson. I was chatting with the airport manager and the subject of CAP came up. His comment to me was that he is not too impressed with CAP pilots. I took offense to the comment. In the midst of defending our organization, one of our planes flew overhead near pattern altitude. The plane made several passes from various directions trying to track down an ELT (which ended up being on the

airport). The CAP plane was being a nuisance and unsafe at this altitude. My task of defending our organization and pilots became much more difficult.

More recently, one of our airplanes made a very non-standard entry into another uncontrolled airport. It ended up being too close behind a Cessna 152 on final and had to go around. In the 152 was a student pilot on his first solo flight. Our pilot executed his go around with a right 360 degree turn, certainly a non-standard go around and return for landing. This happened to be my student in the 152. Once again I found myself in the unenviable position of having to explain why an experienced pilot was not following standard procedures.

Whenever we are flying CAP or personal aircraft and are using the CAP-Flight designation, we need to act and be professional. We should be the example of how to fly.

From the desk of Current Operations

We flew 60 hours during July. Unfortunately this compares with over 100 hours in June. Hopefully, our exercises and some actual CD activity in August will get the numbers back on track.

We are starting to see some activity in our B12 mission symbols. Let's all work to get more time in this symbol as it is the cheapest and most effective way to fly (considering the tax advantages).

From the desk of Emergency Services

Mission Credit

"But I was third assistant laundry room mate for the SAREX in Hoboken and I did not get credit." Maybe the messages are not quite this bad but I get one or two of these a week. I want to clear up some widely held misconceptions about the concept of "mission credit."

Misconception one – Mission credit is needed for renewal of ES qualifications. This is not true. Since early 2004 mission credit is no longer required for renewal of ES qualifications. This means that there is no automatic renewals and whether or not a member participated in an ES mission in some capacity is not particularly relevant to the renewal of their ES qualification for that capacity.

Misconception two – Wing is responsible to record mission credit for members of the Wing. This is not true. It is the member's responsibility to keep track of their participation in ES activities. This is done through the recording and sign off of tasks on the SQTRs and through personal logs. The WMU has a facility for tracking ES incident participation and it can be found on the Unit Commander's screen. It is on the Unit Commander's screen since this is a tool for the unit to do this tracking. Unit Commanders can enter and/or certify incident participation information (date, mission number and capacity) for members of their unit. The WMU does obtain incident (mission) participation information from the IMU which is used by our Incident Commanders to run incidents. However,

the capturing and transfer of this information is not always accurate. This feature was enabled when mission participation was the only requirement for renewal of ES ratings (before 2004). Since it is no longer a requirement, working out the bugs we currently have with this feature is a low priority.

Misconception three – Signing in for a position does not, in itself, satisfy the mission participation requirements for advancement from trainee to qualified. The intent behind having two incidents as a trainee is to both obtain experience and be evaluated in that position. Signing in for a specific ES position and never actually performing in that capacity does not qualify as mission credit for that specialty. For example, signing in as an air crew member and never actually flying a sortie does not count. The cross check on this is that the member can not enter this information into the WMU without it being certified by a qualified examiner and the incident participation does not automatically flow into the WMU from the IMU.

So what is the bottom line:

- Keep a personal log of your mission participation
- If you think that your WMU mission participation information is inaccurate, see your unit commander (members of Wing staff (and in 36001) can contact me, however).
- Make sure that you have a hard copy of your SQTR and get signatures from the qualified examiner for each task you completed.

Recertification for Mission Scanners and Mission Observers

Mission pilots that have completed the SET test and been approved by the Director of Emergency Services as a qualified examiner for Mission Scanner and Mission Observer can perform recertification for MS and MO personnel. This can be done on an actual or training mission flight. A MS or MO needing certification would coordinate with the MP in advance of the flight. The MP would then make sure that the MO/MS demonstrated their knowledge of the tasks for their respective ES qualification. These are the tasks from the task books. If the candidate for recertification satisfied the MP that they met the recertification requirements, the MP can sign of recertification on the MS/MO's SQTR and/or enter the data in the WMU for the member. Recertification is treated just like any other task in the WMU. Once the recertification task is completed, the member can request renewal of their ES qualification.

Nomax Flight Suits

Pacific Region has a supplement to CAPR 60-1 that appears to require the wearing of Nomax flight suits on SAR missions and exercises. With all the changes to uniform requirements it has become a significant burden for many members to comply with this direction. In consultation with the Pacific Region DO, Col Ed Lewis, we have been informed that this is a strongly suggested guideline and not a hard fast requirement. This means that any approved uniform combination is authorized for flying in CAP aircraft on SAR missions and trainings.

More on Uniforms

In general Oregon Wing has not been strongly enforcing CAP regulations regarding the proper wearing of CAP uniforms at SAR activities. It is not uncommon to observe members with wearing uniforms that are almost correct.

Problems that we have observed include:

- members not meeting the weight and grooming requirements wearing USAF uniforms approved for CAP use.
- Incorrect insignia or insignia placement
- Incorrect uniform combinations such as flight jackets with BDUs
- Stained uniforms (particularly with the white or blue shirts)

At the Guided SAREX in August, one of the evaluation points will be proper uniforms and their wearing. If you are not sure about the uniform that you are planning to wear, check with your unit commander and/or CAPM 39-1. Members “out of uniform” may be sent home to change in order to avoid being marked down by the evaluators. Hey, we don’t make the rules.

Who Can Certify ES Training

ES training is to be provided by individuals that have the necessary knowledge and skills in their selected topic to conduct training for CAP personnel. There is no requirement that the trainer be a CAP member or ES qualified for the training task for which they are providing training to members. Quality of training to CAP members in ES topics is insured because all training must be certified by a qualified examiner. A qualified examiner is a CAP member that is currently qualified in the ES specialty for which the training is to be certified. Not all ES qualification holders may certify training. Table 5 in CAPR 60-3 shows what a member holding any specific ES qualification can be qualified as an examiner. In addition, they must have taken and passed the SET on-line course. Completion of these two requirements qualifies a CAP member as a examiner in that ES specialty and to certify training for the specialty.

When the member providing training is also a qualified examiner for that training and is the member that is logged into the WMU to enter the training, that training entry will be automatically certified. Otherwise, the entry must be certified by a qualified examiner.

Currently, the WMU requires approval by the Wing ES Director and imposes a two year certification period. This is no longer required and this restriction will be removed from the WMU in the near future.

Approving Communications Tasks in the WMU

It turns out that in order to certify the “Task L-0001 (Basic Communications Procedures for ES Operations)” in the WMU, the member doing the certification (the one who is logged into the WMU) must be a qualified examiner for the ES qualification for which the specific instance of this task is being entered. Task L-0001 show up in several ES qualifications and once it is entered for any of them,

it will show up for all of the instances. So, be sure that when you are certifying this task, that you are a qualified examiner for that ES qualification.

Preliminary Training Plan for FY07 Released

Here is the initial ES training plan for FY07 that begins in October 2006. The full schedule will be sent to all units through their members on the ES Council and included on the Wing Calendar. As has been our practice in the past, additional training opportunities are expected to be added during the year.

Dates	Location	Designation/Description
2006		
Oct 7, 8	McMinnville	SAR Training Weekend 10/7 – Saturday <ul style="list-style-type: none"> • IC Recertification 10/8 – Sunday <ul style="list-style-type: none"> • Basic SAR course (4hrs) • MRO training (4hrs) • SDIS User Training (4hrs) • Photo Recon Training (4hrs)
Nov 1,2,3	PDX Distributed	OR State Pandemic Flu Exercise
Nov 18	Portland (PSU)	Incident Planning Workshop
2007		
Jan 20,21	Portland area	UDF School
Feb 10	Portland	Scanner School
Mar 12-27	ICP – Medford	Low intensity SAREX
Apr 13,14,15	ICP - Bend	SAREX
May 18,19,20	ICP – Aurora	TOPOFF 07 Portland Metro area
Jun 9	Portland	Observer School
Jun 15,16,17	ICP - Aurora	SAREX – Preparation for Evaluated SAREX
Jul 13,14,15	ICP - Aurora	Evaluated SAREX Rehearsal
Aug 24,25,26	ICP - Aurora	Evaluated SAREX

From the desk of Aircraft Maintenance

Except for N101SP, all corporate aircraft are operational. We are waiting for quotations from radio shops so that we can install the CAP radio in the C172 and put the Becker DF into 33X. The shops are reluctant to commit to a pricing and we need to have it before NHQ will release the funding.

From the desk of Communications

Operations Security (OPSEC)

Just a reminder to everyone, if you haven't already done it, you need to complete the OPSEC training on-line. You can find the course at <https://tests.cap.af.mil/opsec>. This is a secure website and the initial screen will ask some questions to verify your identity. Starting on 1 Oct 06, this training will become part of the new Level 1 training course.

The training takes most people less than 20 minutes and concludes with an opportunity to agree to protect sensitive information. This is called a "Non Disclosure Agreement" (NDA) and each member's agreement will be recorded electronically in their membership records. This NDA will be required before a member can access sensitive information or participate in certain missions. In the near future, commanders, mission managers and communications officers will be able to verify on-line which members have the NDA in their records before those members are granted sensitive access.

For Unit Commanders, MIMS already has the reporting module in place to allow you to check on who has completed this course.

New Call Signs

Per directive from the National Commander, the tactical call signs we are all used to using (such as Highbird, Mission Base, Command, etc) are no longer to be used. No call sign that reveals the function or location of the caller is to be used. The only exception to this is for radios operating at less than 5 watts (like the ISR radios), which will continue to use tactical call signs. For that reason we are switching to a new call sign system. As many of you know, that system was tested at the July SAREX in Aurora with success. The details of that system will be available from the mission base command staff, as they can not be shared via general distribution.

New Repeaters

The National Technology Center (NTC) is now starting to ship the new Narrowband repeaters. Our switch to narrowband is just around the corner. Expect to see the installation of the first of these new repeaters in Oregon some time late spring. With the change in repeaters will come the requirement that all radios be narrowband compliant. In addition, all the current narrowband compliant radios we currently have will have to be re-programmed. One of the big problems with this changeover is the severe shortage of narrowband compliant radios. For obvious reasons, Emergency Services must come first. Expect to see re-distribution of cooperate radios over the next few months. This is not a slight on individuals or individual units. We just need to get the narrowband radios re-programmed and into the hands of critical emergency services personnel. Where possible, narrowband radios will be traded for

wideband radios which will continue to be allowed until the end of 2007. Thanks in advance for your understanding in this matter.

Upcoming Event/Activities

- Aug 4/5/6, Monitored SAREX, Eugene
- Aug 25-27, PCR DRE II, Distributed - ICP Beaverton